













# WATSON'S OLD BROWN BRANDY

THE  
PEG O' MY HEART



A. S. WATSON & CO., LTD.  
HONGKONG.

W.M. POWELL, LTD.  
Telephone 346.

GENTLEMEN'S  
SUMMER  
UNDERWEAR  
OF THE COOLEST MAKES  
"B.V.D."  
"AERTEX"  
OR  
"FLEXINET"  
ARE THE BEST.  
ALSO IN  
INDIA GAUZE  
AND  
WOOL AND COTTON.  
INSPECTION INVITED.

## THE DIARY.

### MEMO. FOR TO-MORROW.

8 a.m.—Excursion to Maau by S.S. "Tahiti".

### MEMOS. FOR MONDAY.

3 p.m.—Auction of Crown Land at P.W.D.  
6.30 p.m.—Organ Recital in St. John's Cathedral.

### General Memoranda.

TUESDAY, May 16—  
2.30 p.m.—Auction of Furniture, Carpets, Pianos etc., at Messrs. Hughes and Hough's.  
WEDNESDAY, May 17—  
Noon—Meeting of Creditors of the Tung Kee and Wing Kee Firm. Entries close for Gymkhana on May 27.  
1911 p.m.—Full Moon.  
FRIDAY, May 19—  
Noon—Canton Ince. Office Extraordinary Meetings.  
SATURDAY, May 20—  
Noon—Hongkong Electric Co. Meeting.  
MONDAY, May 22—  
11.30 a.m.—China-Burma Co. Meeting.  
SATURDAY, May 27—  
2.45 p.m.—Second Gymkhana Meeting of the Season.

## THE CHINA MAIL TYPHOON MAP and GUIDE

Enables one to locate the centre of a Typhoon.  
MOUNTED ON CARDBOARD, AND  
TATED FOR HANGING.

Price 50 Cents.

From the CHINA MAIL Office.

## NEWS OF THE DAY.

### LOCAL AND GENERAL.

A foreman coal coolie fell from the s.s. *Tak-yang* into the harbour yesterday and was drowned.

Tenders are being asked for by the Taro Kisen Kaisha for the salvage of the cargo on the s.s. "Chiyo Maru".

We understand that the strike of officers on China Cladding steamers is now regarded as practically settled.

The P. & O. chartered steamer *Sangala*, with the London Mail of 20th April ex s.s. *Khyber*, is expected to arrive at Hongkong about 25th instant.

The passengers of s.s. *Khyber* from London, Australia and Egypt will be transferred at Colombo to the s.s. *Nyanza*, due at Hongkong on or about 30th May.

A further amendment of the Proclamation prohibiting the exportation of certain goods is published in today's *Government Gazette*. The additions make a fairly long list.

H. E. the Governor has been pleased to appoint Mr. David Templeton to the temporary rank of 2nd Lieutenant in the Engineer Company of the Hongkong Volunteer Corps.

A Chinese, 50 years of age, was knocked down by a motor car at Kennedy Town last night. He sustained various injuries including a broken leg and was removed to the Hospital.

His Excellency the Governor has been pleased to recognise, provisionally and pending the receipt of instructions from His Majesty's Government, Monsieur Anibal Puccio as Consul for Peru in Hongkong.

A Japanese, charged with being in possession of over 110,000 doses of morphine was fined \$2,000 or six months by Mr. Wood. A Chinese who was associated with the above defendant was fined \$500 or three months.

We are asked to mention that the charming opera, "The Whishing Cap," performed by the pupils of the Anglo-French School at St. Paul's Institute, Causeway Bay, will be repeated on Wednesday next, 17th inst., at 5 p.m.

A notification in today's *Gazette* calls the attention of the public to the necessity of obtaining licences from the Government before any cargo can be brought forward to Hongkong from enemy ships which are sheltering in neutral ports, and importers and others are warned that if they bring forward any such cargo without a licence they are liable to be proceeded against under the Trading with the Enemy Ordinances, and that the cargo itself will be liable to be condemned to the Crown on arrival here.

Among visitors making a brief stay in Hongkong are Judge and Mrs. J. C. Jenkins who are returning to the United States after a residence of twelve years in the Philippines. They went to the Islands in 1904, taking with them eight children—five daughters and three sons, ranging in age from three to nineteen years—the largest American family, we are informed, that has ever lived so long in the islands. The Judge has resigned his position, and with his family will embark on the "Empress of Russia" on the 17th inst., for Vancouver, en route to their permanent residence in Atlanta, Georgia, U.S.A. According to the *Columbian-American* the Judge leaves an enviable record on the Bench of the Philippines, but Mrs. Jenkins has likewise broken the record. Four of her children are now in the States, one is left in Manila, and the three youngest daughters are travelling with their parents. They are staying at the Hongkong Hotel.

### BETROTHAL OF MISS TOMES.

The following paragraph from the *New York Herald* London correspondent will interest many readers in Hongkong:

Announcement was made to-day of the engagement of Miss Gertrude Marjorie Tames of New York, to Major R. D. Crawford, of the British Army. Miss Tames, who is a daughter of Mr. and Mrs. Charles Alexander Tames, of No. 902, Park Avenue, New York, is one of several young women of well known New York families who, after taking a course in nursing in New York, devoted their time to hospital work in England. She has been attached to the Connaught Hospital at Aldershot for some time. Her younger sister, Miss Elspeth Tames, is living at Ellerslie, Malvern, England.

## DOGS AND CATS.

### MIXED SHOW AT THE HAPPY VALLEY.

The second show of dogs and cats was held at the Happy Valley race course (by kind permission of the Jockey Club) this afternoon and was a success in every way, the entries comparing very favourably with the number received for the initial show held two years ago. The muzzling regulations prevented a show being held last year but interest in an exhibition of the Colony's canines had not waned to judge by the very fair attendance at the Show to-day.

All classes were well filled and the dogs were without exception healthy and in good class condition. The Committee decided on a new departure in introducing three classes for cats—Persian, Siamese and ordinary. The latter class did not draw more than three entries, and it was decided to cancel the class. Siamese and Persians were good classes and their cuts were in first-rate order.

The entries totalled 122—114 dogs and 18 cats.

The officials were as under:—  
Patrons:—H.E. Sir F. R. MAY, K.C.M.G., H.R. General, Ven. Sir R. H. ANSTON, C.M.G., and His Honour Sir W. G. DAVIES, K.C.  
Committee:—The Hon. Sir C. P. CHATER, M.C., Commander C. W. BECK, M.C., Mr. H. J. GEDDIS, Dr. FORSYTH, Messrs. J. BARNES, A. H. MILNE, J. E. McARTHUR, W. W. FITZ, Mr. R. D. F. BATH, Mr. G. W. GAGA, Hon. Secretary and Treasurer.  
Special Stewards:—Mr. T. F. Hough, Mr. C. G. Bury, Mr. H. J. GEDDIS, Mr. Dyer, Mrs. Danby, Messrs. Grant, Mr. F. J. McCarthy, Sgt. Pitt, Dr. Lindsay Woods, Dr. Adam Gibson.

### THE AWARDS.

Mr. A. A. Milne's "Don," dog, 3 years.  
Mr. Frederick H. Kay's "Duke," dog, 2 years.

Mr. Otto Kopp's "Don," dog, 3 years.  
Mr. Otto Kopp's "Mick," dog, 10 months.

Mr. C. W. Beckwith's "R.N.," dog, 7 years.  
Mr. D. G. G. "Bobby," dog, 3 years.  
Mr. Frank Graham's "Bill," dog, 3 years.

Mr. C. L. Howell's "Priscilla," bitch, 4 years.  
Mr. A. Devison's "Cassius," dog, 4 years.  
Mr. A. Devison's "Topsy," bitch, 2 years.

Mr. C. H. P. "Meibum," dog, 2 years.  
Mr. F. E. "Tommy," dog, 2 years.

Mr. G. H. P. "Lilly," bitch, 6 years.  
Mr. F. M. Crawford's "Bobbie," dog, 2 years.  
Mr. G. H. P. "Thelma," dog, 2 years.

Mr. A. H. Skelton's "Peter," dog, 7 years.  
Mr. Mowbray S. Northcote's "Lilly," dog, 2 years.  
Mr. J. W. Taylor's "Jim," dog, 3 years.

Mr. D. Logan's "Gyp," bitch, 2 months.  
Mr. D. Logan's "Iron," dog, 3 months.  
Mr. D. Logan's "Rust," dog, 13 months.

Mr. A. W. Aruelli's "Bess," bitch, 4 years and 10 months.  
Mr. Umriga's "Dessie," bitch, 3 years.  
Lt. Col. Alexander's "Minnie," bitch, 1 year.

Mr. Chatham's "Peter Pipkin," dog, 8 months.  
Mr. C. M. S. "Nigger," dog, 1 year.  
Mrs. G. H. Wakeman's "Nigger," dog, 1 year and 8 months.

Miss Angel Ormiston's "Rufus," dog, 3 years.  
Miss Wilkin's "Peter," dog, 3 years.

Mr. J. W. Bolles' "Dante," dog, 10 months.  
Mrs. S. H. Dutton's "Maxine," dog, 2 years.  
Mrs. Maxon Browne's "Jimmy," dog, 18 months.

Mr. G. Cousins's "Jolie," bitch, 3 years.  
Capt. W. L. Carter's "Yum Yum," dog, 18 months.  
Mr. Kinghorn's "Nikko," dog, 3 years.

Mr. Kinghorn's "Nagaya," bitch, 2 years.  
Mr. Wm. Kaitley's "Harold," dog, 14 months.

Mr. G. P. Jordan's "Ingledene," dog, 4 years.  
Miss A. Tyson's "Jacky," dog, 2 years.  
Miss Angel Ormiston's "Alice," bitch, 3 years.

Mrs. Chatham's "Mabel Sniffing," dog, 8 months.

Mrs. F. A. Carvalho's "Manila," poodle, 1 year.  
Mrs. W. J. J. "Polly," French poodle, 1 year.  
Mrs. William Pope's "Black Pom-pom," bitch, 4 years.

Mr. V. K. Herro's "Tok," bitch, 13 months.  
Mr. H. Dreyer's "Tello," dog, 4 years.  
Mr. H. Sidings' "Mina," bitch, 7 years.

Mr. "Caro," dog, 1 year.

### ENCLINIFIED ON CATALOGUE.

Mr. G. K. H. Brutton's "Billy," Boston bull dog 3 years.  
Mr. Li Choi Chi's "Rex," Samoyede dog 4 years.

Miss Wilkin's "Cruiser," dog, 2 months.  
Miss Robertson's "Fitz," dog, 4 years.  
Mrs. G. P. Jordan's "Ingledene," dog, 1 year.

Mr. H. Skelton's "Peter," dog, 1 year.  
Mr. D. G. G. "Bobby," dog, 1 year.

Mr. Logan's "Gyp," terrier, 1 year.

THE CATS.  
Mrs. G. G. "Empress Josephine," female, 5 years.  
Mr. F. P. Musso's "Plof," female, 12 months.

Mr. F. P. Musso's "Billy," male, 11 months.  
Miss M. d'Almeida's "Castro," male, 3 years.

Miss E. Ormiston's "Peterkin," neuter, 1 year.  
Mr. G. Thomson's "Pan," male, 8 months.  
Mr. F. P. Musso's "Moose," female, 12 months.

### GYMKHANA TRAINING TIMES.

Some useful training gallops were done this morning by the ponies in preparation for the Gymkhana to be held this day fortnight. The times were:—

Plains Chief, boy, 1 mile, 39, 1.15, 1.50, 2.22; last 1.32.  
Makoni, boy, 1 mile, 37, 1.10, 1.49, 2.10; last 1.31.

Hamwood, boy, 1 mile, 39, 1.10, 1.50, 2.22; last 1.30.  
Ally, boy, 1 mile, 42, 1.23, 2.04, 2.44; last 1.40.

1. MACHINER, boy, 11, 40, 1.18, 1.53, 2.28, 3.01.2; last 1.30.  
2. ASTON, boy, 3 mile, —, 1.12, 1.44; last 1.32.

1. BIFFER, Sedwick, 1 mile, 36, 1.12, 1.44, 2.17.3; last 1.32.  
2. MATHIAS, boy, 11, 44, 1.23, 1.57, 2.32, 3.03.2; last 1.32.

1. CHRY COASTER, Fisher, 1 mile, 36, 1.12, 1.46, 2.19.2; last 1.33.  
2. ELKINGTON, Sed, 1 mile, 37, 1.12, 1.46, 2.18.1; last 1.32.

1. MASO, boy, 11, 42, 1.20, 1.55, 2.33.2, 3.08; last 1.43.  
2. THE GAY DUKE, Knoll, 1 mile, 30, 1.14, 1.50, 2.24.2; last 1.34.

1. DENKLE, Sed, 11, 38, 1.12, 1.50, 2.26.2, 3.01; last 1.34.  
2. KING JACK, Knoll, 11, 30, 1.13, 1.46, 2.20.2, 2.53.2; last 1.33.

1. PORTNITT, Sedwick, 1 mile, (Lorenz), boy, 1 mile, 38, 1.12, 1.45; last 1.32.3.

### THE SINKING OF THE "YASAKA-MARU."

The exploits have been already recorded of Captain Yamawaki and his crew when the N.Y.K. *Yasaka-maru* was torpedoed in the Mediterranean. The officers and crew successfully removed all the passengers in eight boats and safely navigated them till they were picked up by a friendly cruiser. All these boats were brought from Port Said to Colombo by the O.S.K. steamer *May-maru*, and four of them were shipped to Japan by the N.Y.K. steamer *Mangan-maru*, which arrived at Kobe on the 15th inst. It is proposed by the Nippon Yusen Kaisha that as soon as the necessary formalities with the insurance people are completed, these boats are to be presented to the Mercantile Marine School and other institutions for the perpetuation of the incidents connected with it.

In this connection it is interesting to note that the Kobe Customs are said to have refused to deliver the boats duty-free on the ground that they did really belong to the ill-fated *Yasaka*. In consequence the boats are still lying at the Hatoba under the vigilant care of the Customs officials.—*Japan Chronicle*.

### ORGAN RECITAL.

The following is the programme of the Recital to be given by Mr. Denman Fuller on Monday next in St. John's Cathedral at 5.30 p.m.:—

1. Toccata and Fugue in D minor, Bach.  
2. Meditation, "How long wilt Thou forget me," G. F. Pflieger.  
3. Solo, "How long wilt Thou forget me," G. F. Pflieger.

4. Intermezzo in G minor, Widom.  
5. Offertoire on a Easter Hymn, Botiste.  
6. Solo, "Jerusalem," H. Parker.  
7. Finale (Patheic Symphony), Tchaikovsky.

During the Singing of the Hymn, a Collection will be made in aid of the General Expenses of the Cathedral.

### ALWAYS RECOMMEND IT.

IN almost every community there is someone whose life has been saved by Chamberlain's Colic, Cholera and Diarrhoea Remedy. Such persons seldom miss an opportunity to recommend it, and these recommendations are its greatest popularity. For sale by all Chemists and Storekeepers.

## LOST CRICKET GEAR.

### SEQUEL TO COLLISION OF THE YAMATI FERRIES.

Mr. Justice Gompertz yesterday read his judgment in the summary action to recover the value of cricket gear lost in the sinking of the Yamati ferry in January last. His Lordship said:

The plaintiff is a coolie employed by the Hongkong Cricket Club. When the Club played at Kowloon it was usual for him to take over and bring back the cricketing bags and gear of members. For this service he receives the sum of 50 cents out of which he has to meet all expenses. Incidentally he also receives tips from members.

On the 29th January last after a match at Kowloon he was returning to Hongkong from Yamati on the steam launch *Hui On* with 15 bags of members' effects. The *Hui On* was sunk by a collision, and most of the bags were lost. It is common ground that the coxswain of the *Hui On* was entirely to blame.

The question is whether defendants are liable for the value of the property. Now the defendant, in conjunction with other Companies, run a service of launches between Yamati and Hongkong. They have a large passenger traffic, and passengers are allowed to transport articles with them. Sometimes a charge is made beyond the passenger fare, e.g. the rule seems to be that baskets of market vegetables are charged for. As to the other articles there is a conflict of evidence.

The plaintiff says that he has always paid for cricket bags. Charges, however, are left entirely to the discretion of the collectors on board. One of these says that passengers are only charged for baskets of vegetables. The other states that he has tried to collect on cricket bags, but has always met with a refusal. The truth seems to be that the collectors collect or try to collect on any unusual article. If, however, the passenger is obstinate the demand is sometimes waived. A regular charge is also made on cases of merchandise from the factories. These are not usually accompanied by passengers, but are put on board by coolies and carried across by the Company, being unloaded by the consignees on the other side. On this evidence I have no doubt that the defendants are common carriers of some classes of goods and also of articles, not limited to personal luggage, but including some merchandise which passengers take with them. That being so, in my opinion the defendants are liable. It was contended that no payment was made in respect of this gear, and that therefore there is no liability.

The plaintiff of course avers that a regular payment of 10 cents was made for cricket bags whenever he took them over. But I am not going to decide this question of fact, for in my opinion this makes no difference. The law is clear that if a passenger pays a sum to the carrier which allows him to travel with luggage, that luggage is carried for reward just as much as if a special payment was made in respect of it.

Another objection is that the *Hui On* was not owned by but was chartered by the defendants, who had no control over the crew. This again I think makes no difference. The defendants are sued on contract, and as common carriers they are bound to transport safely such goods as they undertake to carry, subject always to certain exceptions, which do not apply here.

The plaintiff is entitled to recover an amount which will be assessed by the Registrar. This amount he will hold as a trustee for the persons entitled. His solicitors should give an undertaking that the money will be properly applied. Mr. A. M. Preston (for the plaintiff) agreed to do this.

Mr. Asquith stated that 180 civilians had been killed and 514 wounded, but it was impossible to separate insurgents from population.

Mr. Asquith's visit to Ireland. LONDON, May 11. Mr. Asquith is going to Ireland to-day.

Mr. Asquith announced in the House of Commons that he was leaving for Ireland in a few hours, not with the intention of succeeding the Executive, but to consult first-hand with the Civil and Military authorities with the object of arriving at an arrangement for the future which would command itself to Irishmen of all parties and to the House.

EMPIRE DAY. LONDON, May 11. Mr. Asquith in the House of Commons announced, amid cheers, that the Government would cause the Union Jack to be flown from public buildings on Empire Day, and he hoped the example would be followed.

NEWS FROM CHINA. LONDON, May 12. The latest news from China shows that fresh outbreaks have occurred, but there is no reason to fear that foreign life or property is endangered.

INDIAN TEE TEE. LONDON, May 11. In the House of Commons, Mr. Chamberlain, in reply to Sir J. D. Rees, said that India would not be represented at the Paris conference.

Mr. Chamberlain also stated that the new export tax would apply to the unshipped balance of last season's Indian tea crop. He had not thought it necessary to make any representation to Mr. McKenna regarding the imposition of a corresponding import tax in the United Kingdom, on tea from other countries.

NOW IS THE TIME. LONDON, May 11. Mr. Chamberlain said that the Government would not be represented at the Paris conference.

Mr. Chamberlain also stated that the new export tax would apply to the unshipped balance of last season's Indian tea crop. He had not thought it necessary to make any representation to Mr. McKenna regarding the imposition of a corresponding import tax in the United Kingdom, on tea from other countries.

Mr. Chamberlain also stated that the new export tax would apply to the unshipped balance of last season's Indian tea crop. He had not thought it necessary to make any representation to Mr. McKenna regarding the imposition of a corresponding import tax in the United Kingdom, on tea from other countries.

Mr. Chamberlain also stated that the new export tax would apply to the unshipped balance of last season's Indian tea crop. He had not thought it necessary to make any representation to Mr. McKenna regarding the imposition of a corresponding import tax in the United Kingdom, on tea from other countries.

Mr. Chamberlain also stated that the new export tax would apply to the unshipped balance of last season's Indian tea crop. He had not thought it necessary to make any representation to Mr. McKenna regarding the imposition of a corresponding import tax in the United Kingdom, on tea from other countries.

Mr. Chamberlain also stated that the new export tax would apply to the unshipped balance of last season's Indian tea crop. He had not thought it necessary to make any representation to Mr. McKenna regarding the imposition of a corresponding import tax in the United Kingdom, on tea from other countries.

Mr. Chamberlain also stated that the new export tax would apply to the unshipped balance of last season's Indian tea crop. He had not thought it necessary to make any representation to Mr. McKenna regarding the imposition of a corresponding import tax in the United Kingdom, on tea from other countries.

Mr. Chamberlain also stated that the new export tax would apply to the unshipped balance of last season's Indian tea crop. He had not thought it necessary to make any representation to Mr. McKenna regarding the imposition of a corresponding import tax in the United Kingdom, on tea from other countries.

## LATEST EDITION.

### STOP PRESS NEWS.

(Butler's Service to the China Mail.)

### VERDUN.

#### ANOTHER GERMAN DEFEAT.

#### AN ATTACK AT 2 A.M.

PARIS, May 12. Another German defeat at Verdun is the feature of today's *communiqués*, which says that on the west of the Meuse there has been lively artillery work, while east of the Meuse, at two o'clock in the morning, the Germans attacked in the Vaux region, but were defeated by French bayonets and hand grenades.

FRENCH AIRSHIPS BOMBARD RAILWAY STATIONS. A squadron of French bombing aeroplanes attacked the railway stations at Domville and Elain and set fire to a German depot near Poamice.

GENERAL TOWNSHEND BEING TAKEN TO CONSTANTINOPLE. LONDON, May 11. A despatch from Constantinople states that General Townshend and other officers of the force which capitulated at Kut have left Bagdad on their way to Constantinople.

TORPEDOED WITHOUT WARNING. 50 UNARMED VESSELS IN ONE YEAR. LONDON, May 11. Dr. Macnamara, Parliamentary and Financial Secretary, stated in the House of Commons that between May 5th, 1915, and May 10th, 1916, thirty-seven unarmed British and twenty-two neutral merchantmen had been torpedoed without warning. He understood that the United States were aware of these cases.

RESULTS OF THE REVOLT IN IRELAND. LONDON, May 11. In the House of Commons Mr. Tennant, Under Secretary for War, announced that 14 persons had been executed in Dublin, 73 had been sentenced to penal servitude; 6 to hard labour; and 1,706 persons had been deported. There had not yet been time to try the persons deported.

Mr. Asquith stated that 180 civilians had been killed and 514 wounded, but it was impossible to separate insurgents from population.

Mr. Asquith's visit to Ireland. LONDON, May 11. Mr. Asquith is going to Ireland to-day.

Mr. Asquith announced in the House of Commons that he was leaving for Ireland in a few hours, not with the intention of succeeding the Executive, but to consult first-hand with the Civil and Military authorities with the object of arriving at an arrangement for the future which would command itself to Irishmen of all parties and to the House.

EMPIRE DAY. LONDON, May 11. Mr. Asquith in the House of Commons announced, amid cheers, that the Government would cause the Union Jack to be flown from public buildings on Empire Day, and he hoped the example would be followed.

NEWS FROM CHINA. LONDON, May 12. The latest news from China shows that fresh outbreaks have occurred, but there is no reason to fear that foreign life or property is endangered.

INDIAN TEE TEE. LONDON, May 11. In the House of Commons, Mr. Chamberlain, in reply to Sir J. D. Rees, said that India would not be represented at the Paris conference.

Mr. Chamberlain also stated that the new export tax would apply to the unshipped balance of last season's Indian tea crop. He had not thought it necessary to make any representation to Mr. McKenna regarding the imposition of a corresponding import tax in the United Kingdom, on tea from other countries.

Mr. Chamberlain also stated that the new export tax would apply to the unshipped balance of last season's Indian tea crop. He had not thought it necessary to make any representation to Mr. McKenna regarding the imposition of a corresponding import tax in the United Kingdom, on tea from other countries.

Mr. Chamberlain also stated that the new export tax would apply to the unshipped balance of last season's Indian tea crop. He had not thought it necessary to make any representation to Mr. McKenna regarding the imposition of a corresponding import tax in the United Kingdom, on tea from other countries.

Mr. Chamberlain also stated that the new export tax would apply to the unshipped balance of last season's Indian tea crop. He had not thought it necessary to make any representation to Mr. McKenna regarding the imposition of a corresponding import tax in the United Kingdom, on tea from other countries.

Mr. Chamberlain also stated that the new export tax would apply to the unshipped balance of last season's Indian tea crop. He had not thought it necessary to make any representation to Mr. McKenna regarding the imposition of a corresponding import tax in the United Kingdom, on tea from other countries.

Mr. Chamberlain also stated that the new export tax would apply to the unshipped balance of last season's Indian tea crop. He had not thought it necessary to make any representation to Mr. McKenna regarding the imposition of a corresponding import tax in the United Kingdom, on tea from other countries.

Mr. Chamberlain also stated that the new export tax would apply to the unshipped balance of last season's Indian tea crop. He had not thought it necessary to make any representation to Mr. McKenna regarding the imposition of a corresponding import tax in the United Kingdom, on tea from other countries.

Mr. Chamberlain also stated that the new export tax would apply to the unshipped balance of last season's Indian tea crop. He had not thought it necessary to make any representation to Mr. McKenna regarding the imposition of a corresponding import tax in the United Kingdom, on tea from other countries.

Mr. Chamberlain also stated that the new export tax would apply to the unshipped balance of last season's Indian tea crop. He had not thought it necessary to make any representation to Mr. McKenna regarding the imposition of a corresponding import tax in the United Kingdom, on tea from other countries.

Mr. Chamberlain also stated that the new export tax would apply to



## THE WAR.

## TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail)

## THE "SUSSEX" OUTRAGE.

## SUBMARINE COMMANDER REPORTED TO BE PROMOTED.

WASHINGTON, May 12. Mr. Lansing, in an interview, said the United States Government would ask Germany and Austria the nature of the punishment meted out to the Commanders of the submarines which torpedoed the *Sussex*, *Arcturion* and *Arcturion*.

PARIS, May 12. It is declared that the commander of the German submarine which torpedoed the *Sussex* has been promoted.

This is doubtless the reason for the American inquiry regarding the nature of the punishment.

## DUTCH WITHOUT CONFIDENCE IN GERMAN ASSURANCES.

AMSTERDAM, May 12. The Dutch lines, despite the German submarine assurances, have resumed the circuitous route north of Scotland.

## MARINE WAR RISKS.

## ALL ROUND DECLINE IN PRICES IMMINENT.

LONDON, May 12. Lloyd's has decided on a certain reduction, approximately 10 per cent, on premiums for war risks. It is generally believed in the market that an all round decline is imminent.

Although recent losses have been heavy, the majority of underwriters have a balance on the favourable side. The submarine menace does not appear to be more grave than it was in 1915.

## THE REICHSSTAG AND LIEBNECHT.

AMSTERDAM, May 12. The Reichstag by 220 votes against 111 decided not to release Herr Liebenicht, the Socialist leader, who was arrested on the occasion of the May Day Peace demonstrations.

## AN AIR MINISTRY.

LONDON, May 12. The "Daily Telegraph" states that the Government has decided to create an Air Ministry under the control of Lord Curzon.

## LORD STANLEY WOUNDED.

LONDON, May 12. Lord Stanley has been slightly wounded.

[Lord Stanley is the heir of the Earl of Derby.]

## LANCASHIRE LABOUR TROUBLES.

## A STRIKE DECIDED ON.

LONDON, May 12. The ballot of the Lancashire card-room operatives showed 98 per cent to be in favour of a strike.

The Executive tenders notice immediately.

## INDIAN SELF-GOVERNMENT QUESTION.

LONDON, May 12. A conference of members of the House of Commons, presided over by Sir Herbert Roberts, on Wednesday, considered the demand for a fuller measure of self-government for India.

Sir W. Wedderburn, and Sir Krishna Gupta spoke, and it was agreed that the distinguished loyalty of India merited full recognition by the Government and the British people.

## THE SHACKLETON RELIEF EXPEDITION.

LONDON, May 12. Sir Douglas Mawson has arrived to confer with the committee organising the Shackleton Relief Expedition.

(Hansa Service.)

## ACTIVITY NEAR SALONIKA.

SALONIKA, May 11. We dislodged the Germans occupying Enaydak.

## ENEMY BASES IN NORTH AFRICA OCCUPIED BY ITALIANS.

Rome, May 11. The Italians have occupied Marsa Morea and Marsa Burt, on the Egyptian coast of Cyrenaica, the Egyptian frontier. Both were centres of supply for hostile armies, and for the dispatch of contraband into the interior.

## THE TORPEDOING OF THE "CYMBRIC."

## GALLANTRY OF CAPTAIN AND WIRELESS OPERATOR.

LONDON, May 11. The survivors of the *Cymbic* emphasise that the German submarine commander broke all the rules of warfare, even those which Germany herself laid down. The survivors were left in a rough sea in open boats, almost without prospect of rescue.

A most gallant deed was performed by the Captain and the wireless operator, who returned to the sinking liner, dispatched a message for help and awaited an answer. They were in the utmost danger throughout.

## THE "SUSSEX" OUTRAGE.

## CROSS-CANAL BOAT MISTAKEN FOR A WARSHIP.

WASHINGTON, May 10. Mr. Gerard, American Ambassador at Berlin, has notified the Government that a fresh German Note is about to be sent, intimating that the Commander of the German submarine which torpedoed the *Sussex* has been punished, and offering reparation.

The German Note regarding the *Sussex* declares that the submarine commander acted in the bona-fide belief that he was firing a warship when he torpedoed the *Sussex*; nevertheless he formed his judgment too hastily, and did not act in strict accordance with instructions. Therefore, the Note admits frankly, the submarine was not a warship. The Note expresses sincere regret at the deplorable accident, and says that the Commander will be appropriately punished. It offers indemnity to the injured Americans.

## THE RECENT REVOLT IN IRELAND.

## COMMISSION OF ENQUIRY.

LONDON, May 10. In the House of Commons, Mr. Asquith announced that the Commission of Enquiry into the outbreak in Ireland would consist of Lord Hartington, (Chairman), Mr. Justice Shearman and Sir McKenna. It would inquire into the causes of the outbreak, and the conduct and degree of responsibility of the civil and military authorities.

Mr. Redmond regretted that the investigation would not have a wider scope.

## JOURNALISTS SHOT WITHOUT TRIAL.

Mr. Asquith referred to the case of a journalist named Skeffington, who is alleged to have been shot in Dublin without trial. Mr. Asquith said that the matter was being investigated. The officer concerned had been arrested, and would be court-martialed. It was apparently the act of an irresponsible officer. He added, regarding the alleged cases of two other journalists at the same time, that the same procedure would be pursued. He emphasised that the military authorities had neither responsibility nor knowledge of these occurrences.

## LORD WINBORNE RESIGNS.

Lord Wimborne, the Viceroy, has resigned.

## WAR NEWS AHEAD OF THE MAIL.

[CABLE TO INDIA.]

## A GERMAN BOAST.

AMSTERDAM, April 10.—The "Cologne Gazette," in a semi-official article, complains that as the Allies are wholly unwilling to consider Dr. von Bethmann-Hollweg's peace terms seriously, Germany has now only to make peace on her own terms. If the Allies do not abandon their plan to destroy Germany then the latter will fight to the end.

## THE RUSSIAN OPERATIONS.

LONDON, April 15.—The "Daily Telegraph," Petrograd correspondent says:—In the region of Riga and Dvinsk the weather is warm and sunny. The Divina is quite clear of ice. The Pripiet marshes are however, at their worst.

## ITALIAN AERIAL SUPERIORITY.

LONDON, April 15.—The Austrians on the Italian front are handicapped by Italy's superiority in the air. A wonderful invention makes the fire of the Italian anti-aircraft guns practically unerring. Austria has lost ten machines in a fortnight.

## RUMANIA'S ATTITUDE.

LONDON, April 15.—The "Daily News" Rumania correspondent contrasts the Taton optimism touching Rumania with the fact that the Hungarians in Transylvania have been considerably reinforced.

## THE FALL OF TEBEZOND.

LONDON, April 20.—The "Koenigsberg Zeitung" says that the loss of Tebezond, however painful, is not decisive. It will only be so if the Russians are able to continue their advance westward of

Erzurum and defeat Turkey's main army and occupy Erzurum. According to most writers here and in Petrograd that is just what is to be expected from the fall of Tebezond.

## TURKISH FORCES IN ARMENIA.

LOANOS, April 22.—The "Telegraph's" Petrograd correspondent states the Staff believe the Turks to be less than one Army Corps in Tebezond district, 31 Corps between Baidur and Erzurum and 11 between Baidur and Mush.

## HEAVY GERMAN LOSSES.

LOANOS, April 22.—The newspapers publish from perfectly trustworthy sources evidence of the squandering of German effective at Verdun. The 11th Bavarian Division from Serbia was used and withdrawn. The 22nd Reserve Corps from Serbia was employed earlier than originally intended, after being held in reserve northward of the 11th. Two Divisions were brought to Voivre from Russia, where they were very few Corps at full strength. Demands were also made on various Divisions which had been left in Macedonia to ensure the fidelity of the Bulgarians.

## HOW LONG WILL TURKEY CARRY ON?

LONDON, April 21.—The "New York World's" special correspondent, quoting a diplomatist recently in Constantinople, says the Turks appear to be unable to withstand Russia and starvation beyond another four months. Half-a-million refugees from Armenia, Bithynia, and Trebizond have brought destitution and disease. Siva's Army is barely 400,000 on the Bagdad front and 200,000 in Syria. 30,000 between the Dardanelles and Alexandria will protect the coasts. The remainder will concentrate on Siva's Kharpus line where the fortifications designed by Von Sanders are being completed. Thousands of German technicians are aiding the Turks. The Germans are daily sending Artillery and munitions to Siva's front.

## ENEMY FORCES IN THE WEST.

LONDON, April 22.—A military writer of the "Paris Journal" puts the enemy between the sea and the Somme, at 500,000 consisting of the Fourth, Sixth and Second Armies. The Fourth is greatly reduced. The "Times" Military correspondent recently estimated these forces at 800,000.

## GORIZ: HEART OF ITALIAN WAR.

LONDON, April 22.—A special correspondent at the Italian front writes to the "Morning Post," describing Goriz to be the heart of the Italian War and the main objective of the Italians, who are fighting heroically from Switzerland to the Adriatic. 200,000 picked Hunarian soldiers, with the boldest and cleverest of the Austrian officers, Austria's newest and most powerful artillery and the greatest quantity of ammunition, are concentrated to defend the only door by which it is possible for Italy to invade Austria. Merely sentimental interest attaches to the town of Goriz, but it has given the name to an important strategic system, extending from the Adriatic to Comandee Pizzo. The town might have been captured, but the mountainous defences on the banks and at the rear render it a death-trap. Austrian guns are hidden in deep granite caverns, impregnable by the heaviest shell. Nevertheless the Italians are slowly weakening the position and have planted their trenches so close to the enemy's that the Austrian batteries are paralysed. The Italian Artillery has accomplished miracles and proved itself to be the product of a superior school. Very shortly the task will be heroically carried out and winter will bring forth its result.

## GERMAN INHUMANITY IN A TYPHUS CAMP.

LONDON, April 10.—The following additional details have been made public in connection with the treatment of prisoners in the German camp at Wittenburg:—Some of the conditions described in the report are "backed by the most authoritative testimony." Major Priestley mentions that once he attempted to brush dust from a patient's clothes but the "dust" proved to be a moving mass of vermin. Other incidents are even more appalling. The report shows that Major Priestley and others set to work with admirable powers of organisation they evolved order out of chaos. They collected the British patients in one bungalow and reserved the best food, clothing, and bedding obtainable for the sick. They gradually overcame the epidemic, the arrival of the warmer weather of April greatly facilitating the sufferers' recovery. It was only then that the Germans began to assist. They erected a steriliser, but the work was not pressed on, and it was only finished a fortnight after the last British case had been finally treated. The Germans also built a hospital-bungalow, but the epidemic was over before it was completed.

It is impossible to allege that there was a general shortage of medical supplies in Germany, as the English doctors saw abundance of supplies in the town of Wittenburg. Yet the plague-stricken camp was starved for months of the bare necessities of existence and the simplest drugs. It was not even provided with surgical dressings, and, above all, the British suffered from being the victims of special hostility from the beginning. It was outrageous that the Germans decorated Dr. Aschenbach, in view of his neglect of the sufferers for which he must answer one day.

The report pays the warmest tributes to the work of the British doctors, and, cordially, all of whom laboured unsparingly. They were fully conscious of the dangers, but risked their lives without a thought. Many laid down their lives for their comrades as much as if they were fighting on the battlefield. The Committee expressed the hope that this devotion would be remembered at the proper time.

## COMMERCIAL.

## HONGKONG SHARE REPORT.

Messrs. Moxon and Taylor, in their weekly share report, dated the 12th inst. state:—

Since the date of our last report the market has steadied somewhat, but although rates all round are firmer the resultant business again continues on a small scale.

Exchange has undergone two very violent fluctuations during the week, but as the tendency is generally believed to be still upwards it is to be feared that Hongkong will be further deluged by really good, resulting in a further weakening of the market.

The political situation in China shows no improvement, in fact it seems to be more involved than ever, the unexpected continually happening with the utmost rapidity.

Shanghai remains at a standstill with little or no business passing with that centre.

In Shipping circles business is easier, and the situation has been further aggravated by a strike in Shanghai which has now lasted practically a week, but at the moment of going to press there are rumours that an early settlement may be looked for. It is sincerely to be hoped that this most unfortunate and ill-timed strike will be settled forthwith in the interest of all concerned.

The market for Rubber stocks remains dormant, and the quotation for the raw material is wired from London at 3s. 1d. per lb.

Banks.—Hongkong Banks, following on the slight easier feeling in Exchange in the middle of the week, have firmed up to a buying quotation of 7700.

Marine Insurances.—Unions are offering at 900, and probably lower figures would be accepted; Canons at 400; and North China at 17s. 17s. Yangtzes could probably be placed at 325.

Fire Insurances.—China Fires are wanted at 1156 and Hongkong Fires have sellers at 830.

Shipping.—Dunlop's are offering at 1120. Preferred Indus have come to business at 816 and Liverpool Indus are in small demand at 1112. Star Ferries could probably be placed at 385 and Steamboats at 322. Waterboats are offering at 815.

Refineries.—China Sugars have been further marked down to a selling rate of 1102 with small business done at that rate for the end of the month. Luzons seek buyers at 831.

Oils and Mining.—Lungkots have changed hands at 20s. 20s. and ease with buyers at 18s. 27s. 18s. are offering at 2200. Trials at 25s. and Tientsin at 40s. Shells have been the medium of a small business at 96s. 6d.

Docks, Wharves and Godowns.—Kowloon Wharves are in steady demand at 570. Hongkong Docks have sellers at 815 and Shanghai Docks are nominal at 75. Hongkong Wharves at 11s. 90 and New Engineering at 11s. 10s. are unaltered from last week.

Land, Hotels and Buildings.—Following the high rates of exchange the various counters in this section are weak. Central Estates at 80s. Hongkong Lands at 1101, Hongkong Hotels at 1112, Humphreys Estates at 87, West Point at 88s. and Kowloon Lands at 38s. are all on the market at quotations with little or no business passing.

Cotton Mills.—Yves could be placed at 11s. 13s. Shanghai Cottons are in fairly steady demand at 11s. 83. Kung Yiks are offering at 11s. 12s. and Yangtzes are a quiet market at 11s. 5.

Electric Companies.—Hongkong Electric have come to business at 847 at which further business could probably be done. Hongkong Trams have buyers at 86.30 after a fairly large business at the rate. China Lights are wanted at 84.40.

Miscellaneous.—China Banners continue to offer at 810, and China Provinces have again been done at 89.10. Watsons at 87.10 and Dairy Farms at 834 are offering. Peak Trams (old) at 810.20 and (new) at 80 cents could be placed at quotations. Ropes have buyers at 834 and Cement at 89.

Exchange.—The demand rate on London is 2-2-1 1/2 and the T. T. selling rate on Shanghai is 70s.

## To-day's Advertisements

HAMBURG-AMERIKA LINIE  
G. PRIEN  
HILL BERGDAL & CO.  
F. LORRIA  
(In Liquidation).

CREDITORS are required to send in their Claims against the above to the undersigned, No. 5 QUEEN'S ROAD Central, on or before WEDNESDAY the 31st May, 1916.

J. HENNESSY SETH A.S.A.A.  
Liquidator.

PEAK TRAMWAYS COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of Shareholders of the above Company will be held at the Hongkong Hotel, Hongkong on TUESDAY the 22nd May, 1916 at 8 o'clock for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1916.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th Instant to the 20th Instant both days inclusive.

PEAK TRAMWAYS COMPANY LIMITED,  
JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, May 6, 1916.

(Continued on page 8.)

## CROUP.

THIS disease is so dangerous and so rapid in its development that every mother of young children should be prepared for it. It is very risky to wait until the attack of croup appears and then send for medicine and let the child suffer until it can be obtained. Chamberlain's Cough Remedy is prompt and effective and has never been known to fail in any case. Always have a bottle in the home. For sale by all Chemists and Storekeepers.

## CALLICURA

THE NEW AND CERTAIN

## CURE FOR CORNS

WITHOUT PAIN OR INCONVENIENCE.

THIS PREPARATION DIFFERS FROM, AND ENTIRELY SUPERSEDES, ALL THE ADVERTISED PLASTERS AND SOLVENTS. IT GIVES IMMEDIATE RELIEF AND EFFECTS A SPEEDY CURE.

IT IS NOT A CAUSTIC, BUT A SOLVENT OF THE DECAYED CUTICLE; AND WILL EFFECT A CURE WHERE ALL OTHER APPLICATIONS HAVE FAILED.

PRICE 60 cents per bottle.

PREPARED ONLY BY

## THE QUEEN'S DISPENSARY.

HARPER &amp; Co., Ltd.

TEL. 492.

31, Queen's Road Central.

THE ONLY EXCLUSIVE  
ENGLISH TAILORS  
IN THE COLONY.

Diss Bros.

No. 1, WYNDHAM ST.  
(Corner Street)  
ESTABLISHED 1862

## TO THE ARCHITECT AND TO THE ENGINEER

"An ounce of demonstration is worth a pound of theory."

WE DEMONSTRATE WITH

## "MALTHOID"

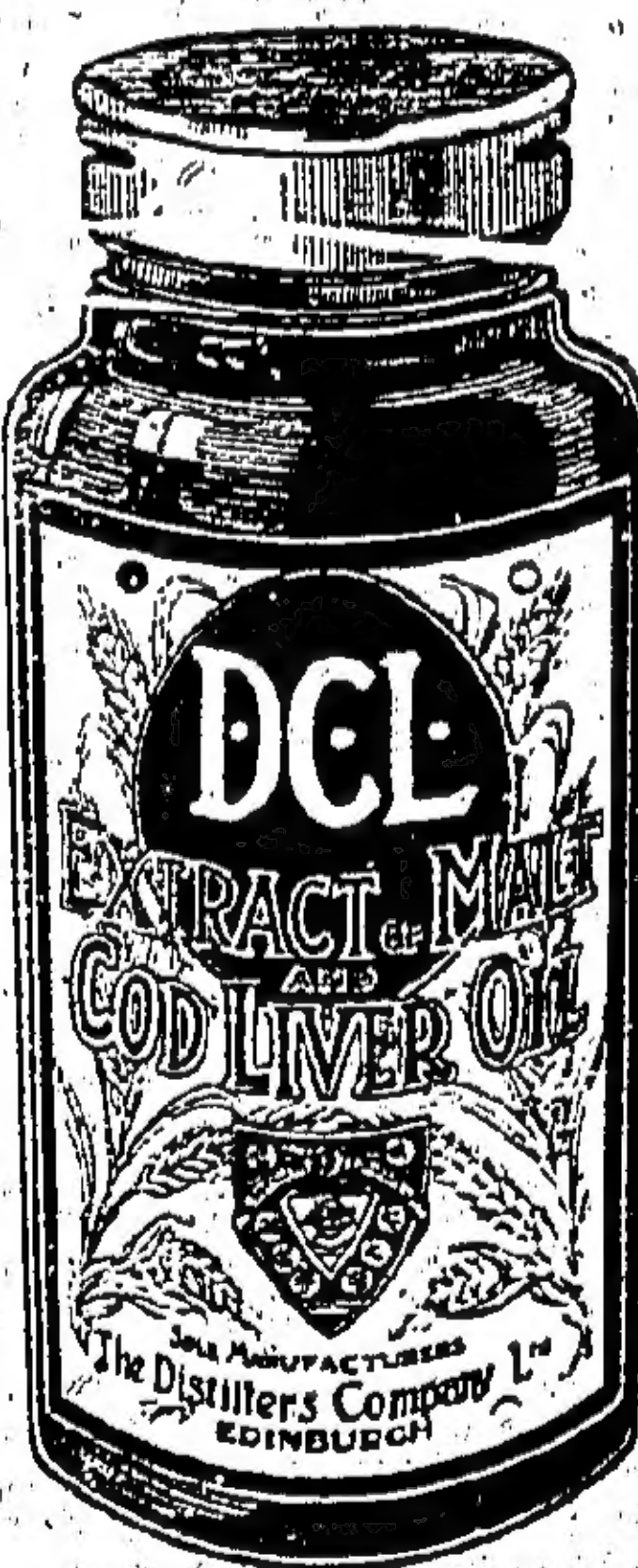
and we invite the Profession and others interested not only to witness our demonstrations, but to bear witness that "the results justify the claims made both as to material and methods of roof construction."

CHEAP!  
CLEAN!  
WATERPROOF!

"MALTHOID"  
LASTS!  
SHOWPROOF!

Agents, BRADLEY &amp; Co., Ltd.

HONGKONG.



"D. C. L."

Malt Extract

with

Cod Liver Oil

Is made from the finest selected Barley and malted with the greatest care on the Company's own premises.

THE DISTILLERS COMPANY, LTD.

EDINBURGH.

Price per 1 lb. Jar - - - - \$1.00

" " 2 lb. Jar - - - - \$1.80

SOLE AGENTS:

GANDE, PRICE &amp; Co., Ltd.

31, Queen's Road Central.

Tel. No. 185.

Hongkong.



## SHIPPING

## P. &amp; O. S. N. Co.

## ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATE named—

For	STEAMERS	To Sail On	REMARKS
LONDON & LOMBAY via	NANKIN	18th May	Connecting with
SPRING, PANG, COFO,	Capt. G. MANLEY	18th May	Cebu with Mail
Port Said & MARSEILLES			s.s. Karmala
SHANGHAI, MOJI, KORE	NYANZA	About 20th May	Direct Service
and YOKOHAMA	Capt. S. RICHARD		
LONDON & LOMBAY via	NOVARA	2nd June	Connecting with
SPRING, PANG, COFO,	Capt. H. E.	2nd June	Cebu with Mail
Port Said & MARSEILLES			s.s. Morro
SHANGHAI	NAGOYA	About 3rd June	Direct Service
	Capt. A. B. GARWOOD		

Wireless on all steamers. Return tickets at a fare and-a-half available on Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates. For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to E. V. D. FARR, Acting Superintendent.

## O. S. K.

## OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

AMERICAN LINE. FOR VICTORIA, SEATTLE AND TACOMA, via SHANGHAI, MANILA, KEELUNG, NAGASAKI, MOJI, KORE, YOKKAICHI and YOKOHAMA.

\* CANADA MARU ..... Capt. T. Suruga ..... Friday, 26th May, at 3 p.m.

\* TACOMA MARU ..... Capt. T. Happon ..... Monday, 12th June, at 3 p.m.

† Omitting Shanghai and Nagasaki. \* Omitting Manila and Nagasaki.

BOMBAY LINE. FOR BOMBAY, via SINGAPORE, PORT SWETENHAM, PENANG AND COLOMBO.

\* LUZON MARU ..... Saturday, 3rd June, at 7 a.m.

FORMOSAN LINE. FOR TAINAN, KEELUNG AND ANPING, TAKAO, via SWATOW, AMOY.

\* KAIJO MARU ..... Capt. Murakami ..... Sunday, 14th May, at Noon.

\* AMARUSA MARU ..... Sunday, 21st May, at Noon.

\* BOSHI MARU ..... Wednesday, 24th May, at 9 a.m.

† Proceeding to Tamsui and Keelung.

† Proceeding to Anping and Takao.

These Formosan Lines will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:—

H. YAMAUCHI, Manager.

No. 1, Queen's Building.

TEL. Nos. 744 & 745.

THE EASTERN & AUSTRALIAN MAIL SERVICE.

TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS

ARRIVE HONGKONG FROM AUSTRALIA

LEAVE HONGKONG FOR AUSTRALIA

ST. ALBANS

EMPIRE

EASTERN

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. All Steamers Fitted with Wireless Telegraphy. For further particulars, apply to GIBB, LIVINGSTON & CO. Agents.

GIBB, LIVINGSTON & CO. Agents.

NATAL LINE OF STEAMERS

TAKING Leave on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO. LTD.

AND LAOCHAI LINE.

Proposed Sailings from Hongkong.

Steamer from Hongkong, on or about: Connecting at Calcutta with: On or about:

For Freight and further particulars apply to DODWELL & CO. LTD., Agents.

DODWELL & CO. LTD., Agents.

HONGKONG—NEW YORK

REGULAR SAILINGS via PORTS and SUEZ PANAMA CANALS.

(With liberty to call at the Malabar Coast).

For NEW YORK via SUEZ CANAL or CAPE OF GOOD HOPE.

For Freight & further particulars, apply to DODWELL & CO. LTD., Agents.

DODWELL & CO. LTD., Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL & CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

S.S. BORNEO MARU, For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan

S.S. RIJUN MARU, For Moji, Kobe & Yokohama

S.S. BANRI MARU, For Moji, Kobe & Yokohama

S.S. HOKUTO MARU, For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan

S.S. RIJUN MARU, For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan

For Freight or Passage apply to DODWELL & CO. LTD., Agents.

## SHIPPING

## C. N. C. CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	LUCHOW	May 14, at 3 p.m.
MANILA, CEBU & ILOILO	CHINMA	May 16, at 4 p.m.
HAIPHONG	CHINMA	May 18, at 10 a.m.
TIENSIN	CHINMA	May 18, at 10 a.m.
SHANGHAI	YINCHOW	May 21, Daylight
DIRECT SAILINGS TO WEST RIVER—Twice Weekly.		
S.S. 'LINTAN' and S.S. 'SANUI'		
MANILA LINE. Twin Screw Steamers 'Chinma' 'Taming' & 'Teun'.		
Excellent Saloon accommodation, midships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Teun'.		
SHANGHAI LINE—PASSENGERS, MAILS & CARGO.		
S.S. 'Anhui', 'Chenan', 'Luchow', 'Yingchow', 'Shantung' and 'Sinking', with		
excellent accommodation, Electric Light and Fans in Saloon and State-rooms,		
maintains a regular schedule service between Canton, Hongkong and Shanghai, leaving		
Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo		
on through Bills of Lading to all Yangtze and Northern China Ports. Passengers		
are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.		
For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.		

Telephone No. 58.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To Sail
HOIHOW & HAIPHONG	TAKEKANG	SUNDAY, May 14, at 8 a.m.
KOBE & MOJI	FOOKSANG	TUESDAY, May 16, Daylight
MANILA	LOONGSANG	SATURDAY, May 20, at 3 p.m.

## RETURN TOURS TO JAPAN.

THE steamers Kuchang, Namang, Luchow & Fooksang leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the Yachang, Kuchang leaving Hongkong at regular intervals for Yokohama (when sufficient indenture is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

† Taking Cargo on through Bills of Lading to Kuchang, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.

General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.

Agents.

R.M.S.P. THE ROYAL MAIL

STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO CHANGE WITHOUT NOTICE

HOMEWARD.

For

STEAMER

DATE OF DEPARTURE

LONDON.....'MERIONETHSHIRE'.....13th May.

TRANS-PACIFIC SERVICE

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215 Sub. Ex. 10.

JARDINE, MATHESON & Co., Ltd.

AGENTS.

BRITISH INDIA S. N. CO., LTD.

A.P.C.A.R. LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI

AND JAPAN PORTS.

EASTWARD.

S.S. SHIRALA, 5,300 tons, Capt. J. H. Galley, will be despatched for SHANGHAI, MOJI and KOBE on 28th May.

WESTWARD.

The above Steamer has excellent saloon accommodations for passengers and is fitted with all modern conveniences and carries a daily qualified surgeon.

For Freight or Passage, apply to DAVID BASBOON & CO. LTD., AGENTS.

Telephone No. 58.

DAVID BASBOON & CO. LTD.

AGENTS.

## SHIPPING

## DOUGLAS STEAMSHIP CO. LTD.

## HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

## SWATOW, AMOY &amp; FOOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
HAIPHONG	Capt. J. W. Evans	WEDNESDAY, 17th May at 2 P.M.
HAICHONG	Capt. W. C. Passmore	FRIDAY, 19th May at 2 P.M.

## SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to DOUGLAS LAPRAIK & Co., General Managers.

DOUGLAS LAPRAIK & Co.

General Managers.

## NOTICES TO CONSIGNEES

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "LAISANG" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 17th May, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, May 11, 1916. 645

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship "EENLEDI"

Consignees of cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 18th May, will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 25th May, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th May, at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, May 13, 1916. 645

GIBB, LIVINGSTON & Co., Agents.

TOYO KISEN KAISHA.

FROM SAN FRANCISCO via HONOLULU, JAPAN PORTS AND SHANGHAI.

THE Steamship "NIPPON MARU"

The above named Steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on TUESDAY, May 9th, will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown. Storage charges will be assessed on all Cargo remaining undelivered on 14th May at 5 p.m.

No Fire Insurance whatever will be effected.

No claims will be recognized after the Goods have left the Steamer or Godown.

All chafed and otherwise damaged Cargo will be landed into the Company's Godown, where they will be examined on 17th May, at 10 a.m.

No Claims will be recognized if filed after the 22nd May, 1916.

R. DOI, Acting Agent.

Hongkong, May 9, 1916. 636

R. DOI, Acting Agent.

Hongkong, May 9, 1916. 636

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. "KUMSANG" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 13th May, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, May 8, 1916. 645

JARDINE, MATHESON & Co., Ltd.

General Managers.

Hongkong, May 8, 1916. 645

TOYO KISEN KAISHA.

FROM MEXICAN, PERUVIAN, CHILIAN PORTS, SAN FRANCISCO AND JAPAN PORTS.

THE Steamship "NIPPON MARU"

The above named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on MONDAY, May 8th, will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown. Storage charges will be assessed on all goods remaining undelivered on FRIDAY, 19th May at 5 p.m.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godown.

All chafed and damaged Cargo will be landed into the Company's Godown, where they will be examined on 17th May at 10 a.m.

No Claims will be recognized if filed after 18th May, 1916.

R. DOI, Acting Agent.

Hongkong, May 8, 1916. 636

R. DOI, Acting Agent.

Hongkong, May 8, 1916. 636

## TOYO KISEN KAISHA.

## SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Tons & Speed	Leave Hongkong
* NIPPON MARU	11,000-15 knots	Tues., 16th May at 10.30 a.m.
* SEIYO MARU	14,000-14 knots	Tues., 16th May at Noon
* DAIREN MARU	22,000-21 knots	Wed., 31st May at Noon
* JINYO MARU	8,000-12 knots	Sat., 3rd June at Noon
* KIWATO MARU	8,000-13 knots	Mon., 26th June at Noon
* KIWATO MARU	8,000-13 knots	Tues., 4th July at 10.30 a.m.
* KIWATO MARU	8,000-13 knots	Sat., 8th July at Noon
* TENYO MARU	17,200-14 knots	Tues., 11th July at Noon
* TENYO MARU	22,000-21 knots	Tues., 18th July at Noon

† Proceeding to South American Ports. † Via MANILA, Omitting Shanghai.

First Class to London ..... £71-10. Return (6 months) £130.

" " " New York ..... £80.

" " " San Francisco ..... £26-10.



# SHIPPING

## P. & O. S. N. CO.

ROYAL MAIL SERVICE  
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT  
TO  
MARSEILLES AND LONDON,  
TAKING PASSENGERS AND CARGO TO  
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong	Connecting Mail	Due at	Due at
to	from	from	Maritzburg	London
Columbo	Friday	Columbo	1916	1916
NANKIN	May 19	KARMAIA	June 19	June 26
NOVARA	June 2	MOHEA	July 3	July 10
NAGOYA	June 16	KHYBER	July 17	July 24
NYANZA	June 30	Through Steamer	Aug. 31	Aug. 7
NELLORE	July 14	Through Steamer	Sept. 14	Sept. 21
NANKIN	July 28	Through Steamer	Sept. 28	Sept. 4
NOMALI	Aug. 11	Through Steamer	Sept. 11	Sept. 18

Passengers change Steamers at COLOMBO.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.  
On the Australian Route interchangeable with Orient Line.

### SAILINGS DIRECT TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S. S.	Leave Hongkong About
NOVARA	WEDNESDAY, 19th May
NYANZA	TUESDAY, 30th May
NAGOYA	THURSDAY, 2nd June
NELLORE	SATURDAY, 17th June

Passengers may travel by Railway in Japan between Ports of Call free of charge.  
Passenger Tickets are available by Messageries Maritimes Company.  
Shanghai only.

IN ADDITION TO THE ABOVE MAIL STEAMERS,  
INTERMEDIATE (Non-Transshipment) STEAMERS  
WILL LEAVE DIRECT FOR  
MARSEILLES AND LONDON,  
Calling at SINGAPORE, PORT SWETENHAME, PENANG, COLOMBO  
AND PORT SAID.  
CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.  
Proposed Sailings:

STEAMERS	Leave Hongkong About	Leave SINGAPORE About	Due at London About
NOVARA	Aug. 16	Aug. 21	Sept. 20

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.  
Passenger Tickets interchangeable with the British India Co.  
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.  
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.  
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.  
For Further Information, Passage Fare, Freight, Handbooks, etc., apply to  
**E. V. D. PARR,**  
Acting Superintendent.

**CHINA MAIL S.S. CO., LTD.**  
FREIGHT AND PASSENGERS.  
**S.S. CHINA**  
WILL SAIL FROM HONGKONG FOR  
**SAN FRANCISCO**  
VIA SHANGHAI, NAGASAKI, YOKOHAMA & HONOLULU.  
JUNE 23 - AUGUST 29 - NOVEMBER 4.  
AN UNPARALLELED HIGH CLASS PASSENGER  
SERVICE AT INTERMEDIATE RATES.  
**O. H. RITTER,** Freight and Passenger Agent,  
Princes Buildings, 100, Queen Street.

**INDIAN AFRICAN LINE.**  
Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.  
FROM HONGKONG: Connecting with FROM COLOMBO:  
EXCELLENT ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

**ORIENTAL AFRICAN LINE.**  
Regular Direct Service from JAPAN, CHINA AND STRAITS TO BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.  
PROPOSED SAILINGS:  
S.S. "JESERIO" from Hongkong About 6th June.  
For Rates of Freight apply to  
**THE BANK LINE, LIMITED.**  
MANAGING AGENTS.

**"ELLERMAN" LINE.**  
(Ellerman & Bucknall Steamship Co., Ltd.)  
JAPAN, CHINA AND STRAITS  
TO  
UNITED KINGDOM & CONTINENT.  
For SAILING: SAILING:  
LONDON ..... "CITY OF LINCOLN" ..... On 4th June.  
LONDON & SWANSEA ..... "CITY OF BOMBAY" ..... On 22nd June.  
Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.  
Subject to change without notice.  
For rates of freight and further information apply to  
**THE BANK LINE, LTD.**  
a. Bains & Co. Canton. General Agents.

### CONSCRIPTION OF WEALTH.

#### AN EQUITABLE MEASURE.

[BY AN ECONOMIST IN THE "DAILY CHRONICLE"]

There is a widespread feeling amongst business circles that proper provision is not being made to pay for the cost of the war, and there is also a belief that taxes upon income, in view of the enormous expenditure, cannot produce enough revenue to keep within safe limits the debt that is so steadily accumulating. The preaching of economy is everywhere as a means for providing money for the nation, but it must not be forgotten that that only funds income by adding to debt which has to be heavily paid for and ultimately redeemed at twenty shillings in the pound. It saves the country from the German enemy, but plunges it into financial difficulties.

We must remember that when the peace comes the nation will have to begin a new and equally vital struggle. Its political existence will be secured, but its economic future will have to be fought for. When the same problem faced it at the close of the Napoleonic Wars the world of markets was a totally different thing from what it is now. We were burdened and crippled, but so were our rivals. International competition was in a state of some primitive inefficiency. Even then we felt our burdens, especially when in competition with America. Now we shall have to face a competition of the fiercest and most efficiently organized kind. America is accumulating capital at our expense, and in spite of all that is now being said and designed about crushing Germany economically as well as politically, we know enough about that country not to regard her too cheaply, and we have experienced so much of the elusive nature of economic policies and their consequences as to make us very cautious about taking needless risks.

IN ANY event, we can lay down as an incontrovertible proposition that the country which starts on the new economic struggle with the least burden of debt and with the greatest portion of its income available for productive uses and free from dead charges, has the opening of the battle in its favor. Moreover, from the point of view of internal recuperation, cheap money will be essential.

Much more can yet be done by way of taxes upon incomes, and the coming Budget will deal with that. But income tax, when it goes much beyond its present level, becomes unjustly oppressive to large sections of the lower strata of the professional and what may be called the more intellectual classes, with incomes of between £500 and £1,000. Still, they must bear their share. War profits ought to be taxed on a sliding scale, and everything over, say, a 10 per cent. increase on normal profits taken. It is obvious that anyone should make profits out of a war which is carried on by the death and ruin of millions. But when all this is done, the margin of cost to be covered by borrowing will still remain far too wide.

We are spending roughly on the war £1,500,000,000 per annum, and a complete year's yield of existing taxation was estimated by Mr. McKenna to produce about £280,000,000—probably an underestimate. If that were doubled, the amount would still be unsatisfactory, but doubling is impossible if we draw from income alone.

When the Military Service Act was being discussed, intermittent growls were heard from certain quarters that there should be a twin proposal to conscript wealth. It was taken to be a threat, a mere act of revenge, and in consequence little has been heard of it. But would not the Chancellor be wise if he did it? It would be perfectly fair. It would fall equitably on everyone. It could be managed so as to cause very little inconvenience. It would place at the disposal of the State such a large amount of property as would enable it to rid itself of a substantial part of its war debts.

First of all what would a reasonable conscription yield? The annual report of the Commissioners of Inland Revenue affords some basis for calculation, because there we have a table showing the number and value of estates grouped into sections according to their amounts which are subject from year to year to estate duty owing to the death of their owners. Assuming that these estates are one-third of the whole, we can make our provisional calculation:

Value of Estates	Estimated No. of Estates	Yield to Exchequer
1,000-2,000	1,133,000	1,133,000
2,000-5,000	818,000	2,045,000
5,000-10,000	1,000,000	5,000,000
10,000-20,000	1,000,000	20,000,000
20,000-50,000	1,000,000	50,000,000
50,000-100,000	1,000,000	50,000,000
100,000 and upwards	2,500,000	250,000,000
Total yield		£340,000,000

\* Suggested percentages.

### THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO MANILA, ZAMBOANGA & AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamers	Arrives Hongkong from Australia	Leaves Hongkong for Australia
"TAIYUAN"	In port	May 20th
"CHANGSHA"	June 16th	July 5th

These steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, fresh provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Doctor is carried. Redwood Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.  
For freight or passage apply to  
**BUTTERFIELD & SWIRE, Agents.**  
Telephone No. 36.  
Hongkong, May 4, 1916.

### THE EVACUATION OF GALLI POLI.

#### GENERAL MUNRO'S DISPATCH: REASONS FOR ABANDONMENT.

[LONDON, April 10.]

General Munro's dispatch concerning the evacuation of Gallipoli has been published. In this the General states that he was instructed on October 26th to report as to the military situation at the Dardanelles and to advise as to whether the army should evacuate, or persevere. He was also asked to advise as to the number of troops required to carry the Peninsula and to take Constantinople. He found that the position of the troops was unique in history, as it possessed every possible military defect. It was completely subjected to the Turkish artillery fire, and had no defence, while its communications were insecure and depending upon the weather. There were no means for conveying troops or deploying fresh troops for an offensive. Further, the Turks had full powers of observation and they had supplemented the natural advantages of the position by all the devices of field engineering.

General Munro found that the troops were suffering from various causes. There was the strain of the continuous exposure to shell fire from which it was impossible to withdraw them because every corner of the Peninsula was exposed to a hostile fire. The men were also much overworked by endemic summer diseases, and they were gravely under-ordered owing to losses in the earlier battles. Also the makeshift mingling of foot and mounted men necessary for holding the front did not tend to efficiency. Other irrefutable arguments convinced General Munro that complete evacuation was the only course. The Turks were able to hold Gallipoli with a small force and to prosecute their designs upon Egypt and Baghdad. Then, a British advance from the present positions was impossible, and an advance upon Constantinople was quite out of the question. In addition the troops could be more usefully employed elsewhere.

General Munro assumed supreme command of the Mediterranean armies and appointed General Birdwood to the command of the Dardanelles. He ordered the evacuation on December 8th, and General Birdwood proceeded with the work with the skill and promptitude which have characterized all he has undertaken. It had been previously decided that a feint attack, which the textbooks regarded as essential to cover an evacuation, would be worse than useless, as it would certainly arouse Turkish suspicions.

The dispatch deals briefly with Anzac, Suvla, and gives several fresh facts with regard to Cape Helles. It mentions that the evacuation was retarded by the loss of a large British warship, accidentally sunk by a French battleship. Everything depended upon the weather. When all was ready on the night of January 8th a storm unexpectedly worked up and washed the piers away.

A submarine reported in the evening that, on quitting the straits the battleship "Prince George," with 2,000 men on board, while sailing towards Mudros, was torpedoed, but the torpedo did not explode. The expedition lost 500 animals at Cape Helles, but most of them were destroyed at the last moment. General Munro recognizes that the quantities of stores destroyed and abandoned were considerable, but the great aim was to save the men, guns, and ammunition, and he could not take risks. Thus the evacuation was completed. It demanded good luck and skilled organization, and these were forthcoming in a marked degree in the hour of need by General Birdwood and the corps commanders. The arrangements could not have been surpassed in skill, promptness and courage.

The dispatch mentions that as a result of rain and a blizzard on November 21st there were 200 deaths from exposure. Ten thousand sick men were among those who evacuated the Peninsula, and these came chiefly from Suvla.

At an early date General Munro will furnish his distinguished conduct list. The dispatch covers the Serbian expedition to the withdrawal to Salonika. It shows that the 10th Division from Suvla was sent to support the French, and that when the French effort to link up with the Serbians failed, the withdrawal was ordered, in accordance with previous arrangements with the Allied Governments.

SHANGHAI STOCK EXCHANGE.  
Latest Quotations by Mail.  
Shanghai, April 26th.  
OFFICIAL.

Alms	11s. 16d.
Anglo-Japan	11s. 12d. & 12d.
Consolidated	11s. 4d.
Kola Bahros	11s. 13d.
Suez Canal	11s. 13d.
Shanghai Malay	11s. 13d.
Zhangbei	11s. 7d.
New Engineering Works	11s. 10d.
Domestic	11s. 10d.
Bain Adams	11s. 10d.
Pengsheng	11s. 10d.
Shanghai Laid	11s. 10d.
Shanghai Peking	11s. 10d.

DIRECT SUBSIDIES REPORTED.

Pengsheng (11s. 12d. 50 (1 share))

Lungkate (11s. 12d. 50)

H. B. OLIVERSON, Secretary.

Shanghai Stock Exchange.

ALEXANDRA CAVE.

10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 7



